

The American Observer

A free, virtuous, and enlightened people must know well the great principles and causes on which their happiness depends. -- James Monroe

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American Railroads Break All Records

With Less Equipment and Fewer Employees, They Are Handling Their Peak Load

BURDEN ONE-THIRD GREATER

Civilians Are Asked Not to Travel by Train During Holidays Except When It Is Necessary

This Christmas, for the first time, many Americans will not go home for the holiday season. Even though travel has not yet been rationed, large numbers will be unable to get seats on the trains or buses. Countless others will feel that it is their patriotic duty to refrain from using the railroads strictly for pleasure at a time when our entire transportation system is being so heavily taxed to meet its war burden. They will not want to occupy space which might be used by soldiers and sailors on furlough. The federal government has recognized the need to conserve travel space by strictly curtailing the vacations of its civilian employees during the holiday period.

"Don't Travel" Campaign

As a matter of fact, a "don't travel" campaign has been launched to eliminate all but necessary travel. Joseph B. Eastman, Director of the Office of Defense Transportation, has issued a strong appeal to the American public: "The time is here when all American people must understand that unnecessary travel can do real and serious harm to the war effort. Conditions will become much worse unless the American public comes to the rescue."

The railroads themselves are co-operating wholeheartedly in this program. During the last few weeks, they have been running advertisements in magazines and newspapers urging the people to stay home rather than urging them to travel. These advertisements undertake to explain to the American people the tremendous burden which has been placed upon the railroads and why they cannot do "business as usual" if we are to win the war.

It may be that voluntary measures will be inadequate and that travel, along with sugar and coffee and gasoline and other commodities, will have to be rationed. However that may be, the railroads are determined to do the job which has been assigned to them and to do it efficiently.

In the year that we have been at war, the railroads have done a magnificent job, have accomplished what was considered impossible a year ago. Then, it was freely predicted that the railroads would be unable to handle the greatly expanded freight and passenger traffic which the war would place upon them and that they would have to be taken over by the government as they were during the last war.

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Home for Christmas

J. J. LANKER

Christmas - - 1942

By Walter E. Myer

Thoughtful people are likely to approach the Christmas season in a spirit of discouragement. Nearly two thousand years have passed since Jesus came into the world with His message of love and peace. Yet the whole world is embroiled in war. Millions upon millions of people are moved by mingled feelings of fear and hate. This is not a new condition in the world—a lapse from peace and brotherhood into turmoil and strife. The Earth has never been blessed by peace. As we look back across the centuries, we are impressed by the fact that war, rather than peace, has been the usual, the normal, fate of Man. There have been short eras of peace, followed always by wars and rumors of wars. Strife and contention in the world at large, misunderstandings, selfishness, bickerings, and bad will among individuals and groups—such is the familiar picture of human relations. Here and there we see contentment, repose, unselfishness—shining examples of what might be if the teachings of Christ were universally accepted.

The failure of human beings to accept the teachings of good will and brotherhood does not mean that the message of peace was a mistaken one. Rather the sad experience of mankind proves the futility of the attempt to build individual lives and national societies without practicing the virtues of peace and altruism which form the basis of the Christian spirit. No man, no family, no nation, which is essentially self-seeking, can achieve security or happiness. There can be no stability or serenity anywhere until the principles of brotherhood which Jesus taught are followed throughout the Earth.

It is well for us, then, at this Christmas season, to resolve to rule selfishness from our lives and to seek happiness in the advancement of the common good. But that alone is not enough. We must try to find out how best to promote good will among economic and racial groups and among the nations of the Earth. What are the causes of dissension everywhere? How may these causes be removed? What kind of settlements at home and abroad will cause frictions and future strife, and what kinds will encourage stability, safety, freedom from fear and from hate? These are questions which we should searchingly ask at this Christmas season. Insofar as we find the answers to them we can effectively promote the practice of peace and good will among men.

Let us be as merry as we can at this Christmas time, borrowing a little relief from the grim realities of these stern days in our enjoyment of the traditional Christmas celebration. But let us also be thoughtful, planning as best we may know how to help make the Christmas spirit an abiding fact in the lives of men and nations.

Lehman Begins His Job of War Relief

The Task of Feeding Millions of Freed Peoples Will Be Giant Undertaking

NORTH AFRICA HEADS LIST

Providing Relief Is Certain to Be Powerful Weapon in Winning Support for United Nations

A few days ago, just a month before he would have finished his tenth year as governor of New York, Herbert H. Lehman resigned his position and came to the nation's capital. He had been appointed by the President to a highly important new post—Director of Foreign Relief and Rehabilitation—which will eventually make him one of the world's most powerful figures.

For the time being, Lehman's job will be that of providing food, clothing, and medicine for the people in countries reoccupied by Allied forces. After the war this task will expand enormously to include feeding virtually all the people of Europe and many in Asia.

The first project which will be undertaken is that of feeding North Africa, which has been stripped by the Nazis of most of its agricultural products. The United States will spend more than \$40,000,000 in this project, sending sugar, milk, green tea, cheese, medical supplies, clothing, and even a limited amount of newsprint in order that local newspapers can carry the news of the war to the people.

Food as a Weapon

Lehman's appointment is significant in several ways. For one thing, it indicates that we are ready to adopt the Nazi's tactics of using food as a weapon. Hitler has used this weapon very skillfully in forcing collaboration from the captive peoples of Europe. When a man sees his family undernourished, then emaciated and suffering the agony of slow death, it is very easy for him to weaken and take a job helping Germany. Now we shall use the reverse side of this weapon. Where Nazi troops have plundered and exploited, Allied troops will bring food and relief.

The propaganda effect of this program should be enormous. How will the suffering, war-weary people of Italy feel toward their Nazi taskmasters when they know that an invasion from North Africa will bring relief from cold and starvation? Who can say how much the spirit of rebellion may be strengthened and renewed throughout conquered Europe as the underground grapevine brings news of the bountiful supplies we will soon be shipping into North Africa, and of the abundant stores of evaporated milk and cheese and meat and butter waiting in American warehouses for the war to end? As the war goes on and even the German

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ON THE BEAM. This picture illustrates the manner in which a plane is kept on its route by means of radio beams. If the pilot wanders off his course, he immediately hears a different signal.

Facts for the Air Age

The Science of Flight

AN airplane, like a bird, is affected by four forces as it moves through the air. There is *weight*, or force of gravity, which pulls it down. There is an opposite force, *lift*, which pulls and pushes it up. There is *thrust*, which moves it forward. And there is the opposite of thrust, *drag*, or the resistance of air, which holds it back.

The proportions in which weight, lift, thrust, and drag occur determine whether a plane will rise into the air, move toward the ground, or simply remain in steady flight, subject to various maneuvers and speeds. In other words, the pilot is able, by means of the plane's controls, to change the proportions of the four forces in various ways to make the plane do what he desires.

The lift of a plane is provided by its wing, or wings. The wing uses the air as a real substance, in somewhat the same way that a boat depends on water. A boat, for example, pushes down on the water, and the water, with equal force, pushes up, supporting the boat. A plane at a standstill in the air, of course, would fall, since air is not as heavy as water. But sufficient pressure, or lift, is built up as the plane's wing moves through the air. The forward motion of the wing causes a downward push on the air, and the air

pushes back with equal force, supporting the plane.

The amount of lift that a wing obtains from the air depends on the wing's shape and on the angle at which the wing is tilted. At a truly horizontal position, the wing cannot push down on much air; the air slips by too easily. But as the wing is inclined at an angle against the air, the air is forced more and more downward, and the lift increases.

The curve of the wing—from the forward edge to the back—smooths the flow of air passing the wing and thus prevents drag. The curve also affects the pressure of air downward on the upper side of the wing. By keeping this pressure low, the wing's lifting power is increased.

The propeller, of course, provides the thrust, creating an airflow against the wing and pulling the plane through the air. The design of the plane must take into account anything which might cause drag, a force which can never be eliminated, but which has been reduced by streamlining.

When an aeronautical engineer is designing a plane, he must take into consideration the four forces. The shape of the wing, for example, will be determined by whether the plane is to be a speedy fighter or a slower, heavier transport.

SMILES

Wife: "What a nerve this man has to charge us \$10 for towing us only half a mile!"

Husband: "I'm making him earn it, though. I've got the brakes on."

—OUTSPAN

"What's that ugly insignia on the side of the bomber?"

"Sh-h-h-h! That's the commanding officer looking out of the porthole."

—FROTH



Huffine in - "The Family Circle"

"How can you afford to take your girls to such expensive eating places?"

"As we enter, I ask each one if she hasn't been putting on weight lately."

—LAMPPOON

Teacher: "Who can tell me what made Francis Scott Key famous? All right, Bennie."

Bennie: "He knew all four verses of 'The Star Spangled Banner.'"

—GARGOYLE

A popular science periodical discusses some 19 common types of radio filters—the poorest, in our judgment, being an apartment ceiling.

—DETROIT NEWS

"How does that clock that you got for Christmas run?"

"Fine. It does an hour in 45 minutes."

—BOY'S LIFE

Patrol Leader: "When rain falls, does it ever rise again?"

Bright Scout: "Oh yes, in dew time."

—BOY'S LIFE

Sidelights on the News

THE recent speeches of Winston Churchill and Mussolini definitely point to the twilight of Italian hopes, according to Barnet Nover. In his syndicated column, Nover analyzes the two speeches as follows:

If the speech which Benito Mussolini delivered to the Fascist Chamber of Corporations on Wednesday was the best he could do by way of a reply to Winston Churchill's latest blast at him, then Italy must, indeed, be close to collapse.

The Mussolini who spoke this time was not the boastful, blustering, vain-glorious Mussolini who for so long strutted across the world's stage all dressed up as a Twentieth Century Caesar; the Mussolini who so blithely ordered his legions to give battle to the primitively armed tribesmen of Ethiopia; who, without compunction, stabbed France in the back; who grew lyrical about Graziani's "lightning thrust" across the Egyptian border to Sidi Barrani and other "victories" of the vanished past.

Wednesday's speech was that of a broken-down and bewildered man who sees the houses of cards he spent 20 years erecting falling to pieces about him. Mussolini has lost everything—his honor, his empire, his reputation, his authority—everything but his voice. And even that voice is only a faint and feeble echo of its former self.

It is evident that the BBC's broadcasts of Churchill's words have reached the Italian people. And accompanied as they were by block-buster bombs rained on Turin, Milan, and other Italian cities, they could not but have a powerful effect. Mussolini could hardly afford to ignore the plea of the British leader. He had no choice but to reply.

But his reply was all rhetoric and no reason, and it is doubtful if it will have any effect in calming the panicky Italian people. They know the grim facts of the situation. They will not be comforted or cajoled by Mussolini's boastful references to Japanese victories or German promises of aid or predictions that in the long run all will be well.



A SHARP warning on the menace of Japanese strength appears in this month's *Reader's Digest*, condensed from an article by Ray Cromley in the *Wall Street Journal*:

On the whole, Japan's "right now" war industrial strength is first rate, probably greater than before Pearl Harbor. It will not collapse in another year or two. It probably would not be severely weakened by a three- or four-year stalemate war.

Key to this strength is 11 years of preparation. When she attacked us, Japan was already on a war footing. The inevitable fumbling mistakes that any country makes when it shifts from peace to war production had been largely overcome. By ruthlessly destroying its peacetime industry, Japan created a war production strength that is out of all proportion to her supposed total capacity. Heavy industry was planned for military use from the beginning. So far did such planning go that nickel coins, now called in by the government, were made of the exact alloy composition specified for certain armament uses.

Japanese leaders believe that it will be physically impossible for the United States to make in one, or two, or even three years the shift to a war basis which took them more than a decade. They believe that the division of opinion in a democracy will postpone the change indefinitely, that Americans, used to their comforts, will not be willing ever to change over completely.

By the time the U. S. does mobilize industrially, the Japanese plan to be so thoroughly entrenched in their newly conquered lands that the United Nations will not be able to dislodge them. They say we will do "too much too late."

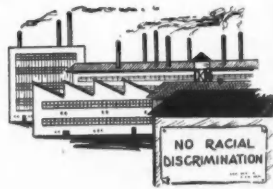
IN his new book, *A Time for Greatness*, Herbert Agar pleads eloquently for the world's colored races. He points out that it is vitally important to our own interests that we give them just recognition. He says:

We can lose this war, or make victory vain, if we fail to convince our colored allies—our most numerous allies—that the white man is ready at last to lay down his "burden" and to think in terms of a single human race working together to make a fit habitation out of this globe. If we were to lose Asia, we should probably lose the war. And we are likely to lose Asia unless we reform our attitude toward other races and express the reformation in physical acts for all men to see.

The Japanese are making great and successful use of every sign of racial prejudice in America. Unhappily they do not have to invent such signs. One day we give them a lynching in Missouri; the next day we give them a refusal to allow Chinese sailors to come ashore on furlough in American ports. It will be a bad day for us if the colored races of the world grow tired of fighting on the side of allies who look down on them and maltreat them. Again we see the barbarian within us serving as the secret weapon of the barbarian without.

We can no longer think in terms of what we are willing to "do" for the colored peoples of the world. That is not the question. We must force ourselves to understand that the question is whether we can join the human race in time, while the white man still has the chance to be treated as an equal in a world where the people of his color are a small minority.

If the army of civilization beats the Axis armies of barbarism, we shall have a second chance to help build a world in which men of all colors recognize their brotherhood. We shall have a selfish as well as a religious motive for helping to build such a world. For the alternative will be a world in which minorities are savages. And we are one of the minorities.



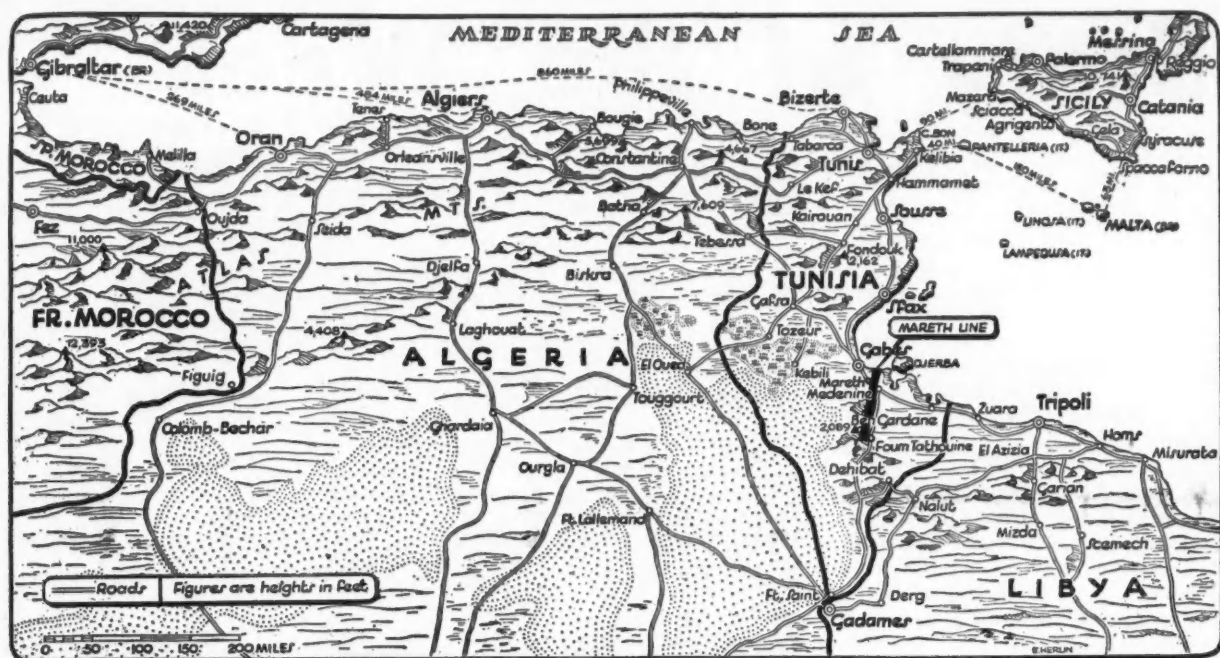
THE New York *Herald Tribune* sees encouraging signs in the greater centralization of authority in Washington, such as the new powers recently conferred upon Paul V. McNutt:



Within recent days a number of sweeping changes have radically altered the administration of the nation's production and manpower for war. Some of the changes, particularly those created by President Roosevelt's executive order concerning manpower, are highly significant in themselves and worthy of careful study. But all have followed a pattern, directed toward the centralization of authority and responsibility in key sectors of the national war effort, and toward providing increased control by civilian agencies.

These are highly desirable objectives. The diffusion of authority among boards and commissions whose areas of operation were only vaguely delimited has been one of the major errors of the present administration.

It led to bickering, confusion, and delay. . . . We trust that Mr. McNutt will do his utmost to rise to his responsibilities and to abandon the political approach to national affairs which, in his previous career, gave rise to the misgivings concerning his capacity which the public now holds. The new pattern in Washington is very promising; it holds out hopes that the national war effort will be strengthened at the points where it has hitherto been weakest: in administration; in dealing with the broad problems which are most likely to be complicated by political complications—rationing, economic stabilization, manpower. The success of these reforms, however, will depend in the long run on the ability, intellectual honesty, and courage of the men who carry them out.



The North African front

COURTESY NEW YORK TIMES

North Africa -- Land and People

AS the Battle of Tunisia is joined, American soldiers are having their first large-scale contact with the armed forces of Germany and Italy. They are fighting in a section of the world which is little known to the average person. With the landing of American troops in North Africa a little more than a month ago, the citizen at home went scurrying to his map to locate the regions of the landings. Prior to that time, Casablanca and Algiers were strange exotic places about which movies were occasionally made and stories sometimes written. Bizerte and Tunis were even less familiar.

The entire North African region where American troops are now stationed in considerable numbers and where many of them are engaged in combat is a land of greater contrasts than anything the American soldiers had ever seen. These little-known lands along the southern shore of the Mediterranean are so different from our own country that the soldiers had to receive instructions on how to behave there lest they inadvertently offend the natives and thus damage our cause. They were told, for example, never to speak to a native woman because in so doing they would offend her husband or father or brother.

The three French possessions in North Africa—Morocco, Algeria, and Tunisia—are easily the most important part of the French empire. Together they cover an area a third that of the United States or five times the size of France proper before the surrender to Hitler. Their combined population exceeds 16,000,000, including more than a million Frenchmen. It is because of the large influx of Europeans that many of the cities of French North Africa offer such a mixture of the old and the new in architecture, customs, and way of life. For the most part, however, life is much the same as it has been for centuries.

Narrow, twisting streets—crowded, noisy, and dirty—are typical of the native sections of the cities. Street merchants selling their wares and expecting to haggle a long time over the price of every article; camel caravans in from dusty treks across the desert; buildings ancient in their architecture, beautiful with their gracefully curved arches; mosques,

or temples, with their balconies, their tall thin spires, or minarets, their exquisitely colored tiles and mosaics—these are some of the sights which attract American soldiers.

But it is the people who are the most interesting feature of French North Africa. The newcomer is bewildered by the vast contrasts in the people. There are some whose skin is jet black, others whose complexion and hair are light and whose eyes are blue. In between, there are many variations, for the natives of North Africa represent different races.

The ancestors of the North Africans were, for the most part, the Arabs who came westward from Arabia across Egypt and the Red Sea, and the Berbers, a people of mysterious origin who seem always to have lived in Western Africa. The famous Barbary pirates who were subdued by our own Marines in the Mediterranean in 1803 were Berbers.

The descendants of the Arabs and Berbers living in and around Morocco came to be known as the Moors. It will be recalled that the Moors occupied Spain for a number of centuries and that at one time they threatened to overrun all Europe. They left behind them many beautiful gardens and graceful palaces.

One of the greatest influences on the people of North Africa has been the religion which most of them follow—the religion founded by Mohammed in the seventh century. Mohammed taught the idol-worshipping Arabs to believe in one god, Allah, and in Mohammed, his prophet. He taught them to pray five times a day, to fast, to give alms to the poor, to drink no wine, to eat no pork, to do no gambling. He taught them also that "every man's fate is bound about his neck." It is this latter belief which makes such good fighters of them. Believing that the day of their death is all arranged beforehand, they can go into battle unafraid, feeling they will not die until their hour has come.

The countries of North Africa are made up partly of desert, partly mountain, and partly green valley and coastal plain. The Atlas Mountains form a barrier across the north-west corner of Africa, separating the Sahara Desert from the fertile coastal belt. The mountains rise to heights of nearly three miles in places, thus

shutting off the strong desert winds.

Of the three French possessions in North Africa, Algeria is the most important in every respect except the military. It is the largest of the three and, politically, has been considered a part of France itself rather than a colony. Before the destruction of France, Algeria elected representatives to the French parliament, the same as other districts of France.

Algeria boasts a variety of products. In the foothills of the Sahara Atlas Mountains extensive deposits of iron ore are found. Its phosphate resources are said to be 40 times greater than those of all Europe and have played an important role in making the farms of Europe fertile and productive.

The coastal belt of Algeria produces many items of foodstuffs. Its vineyards are among the largest in the world. Dates, figs, and pomegranates are found in abundance. The other principal agricultural products include wheat, barley, oats, corn, potatoes, and tobacco. Cattle and sheep grazing is an important occupation. Algeria is nearly three and a half times as large as Texas.

Morocco is a French protectorate, enjoying a larger degree of independence than the ordinary colony and less than Algeria which enjoys a special status. It is slightly larger than the state of California. The inhabitants of French Morocco are primarily agricultural and pastoral. Poultry is one of their leading products. Wheat, barley, wool, skins and hides, as well as many tropical fruits, are among the other products.

Tunisia is the most important of the French North African possessions from the strategic point of view, as indicated by the desperate attempts the Axis is making to prevent us from taking it. It points, like a pistol, to the Italian island of Sicily and would prove an excellent point for embarking upon an invasion of the continent of Europe. The port of Bizerte is indeed one of the strongest naval bases in the Mediterranean.

Tunisia is much smaller than Algeria or Morocco. It is about the size of the state of Louisiana. It includes both high temperate tablelands suitable for pasture and fertile valleys where such products as olives, citrus fruits and nuts, wheat, barley are found.

Straight Thinking on the War

BY CLAY COSS

THE fuel oil situation in a number of northeastern states has reached a critical stage. There is simply not enough oil available to supply the needs of winter. Widespread illness is threatened, placing an additional drain on our already overtaxed medical facilities. Numerous deaths are also a distinct probability.

Rationing officials are seriously considering these steps to meet the emergency: (1) Reducing the value of "A" card coupons to two gallons a week; (2) shutting off deliveries of oil to those who refuse to convert their burners to coal—also cutting off the supply of nonessential consumers, such as theaters, bowling alleys, etc.

Officials hesitate to take these steps, however, for fear that they will be unpopular—will stir up discontent. But what about the morale, the health, the very lives of people who are being denied sufficient fuel to heat their homes?

This column feels deeply that automobile driving should be cut to an irreducible minimum before families are obliged to suffer from cold. There should be no hesitation in reducing "A" cards to two gallons, that is, in sections of the country where there are oil and gasoline shortages. And what about families with two, three, and four cars? Why should they not be limited to the use of one?

In this city, the nation's capital, I recently counted 300 cars in about a 10-minute rush period with only the driver as an occupant. Most of these cars had "B" and "C" stickers on their windshields. Why isn't something done about this matter? Why should precious gasoline and rubber be wasted on such a wide scale by single drivers?

And why shouldn't oil be denied to homes and buildings which could easily convert to coal burners but don't?

The crisis is growing. We need forceful leadership and planning. Most people will not complain, will realize the need for drastic action, will understand that their sacrifices are nothing as compared to those of our fighting forces. The minority of selfish, unpatriotic individuals who will not cooperate must be brought into line. But we must have leadership to do this—far more effective and fearless leadership than we have had up to this time.



REA PHOTO

Offensive war needs gas—civilian uses have to be cut

The Story of the Week

The War Fronts

It became apparent last week that the task of ousting the Axis from Africa would be no easy matter. The Battle of Tunisia revealed the determination of Hitler to hold on to this strategic position in order to prevent the Allies from using Tunisia as a springboard for an attack upon the continent. So far, the Allies have been unable to gain the air superiority over Tunisia, without which it will be impossible to dislodge the Axis. The Germans enjoy the advantage of holding the best airfields near Bizerte and Tunis and of having shorter supply lines from Sicily and Italy. Apparently the Germans had withdrawn planes from the Russian front in order to maintain superiority over Tunisia.

In the eastern part of Africa, the decisive battle was not yet joined last week. Marshal Rommel was appar-



Closing in on him
LITTLE IN NASHVILLE TENNESSEAN

ently determined to make a stand at El Agheila, the furthestmost point of British advance in previous campaigns. Both in Libya and in Tunisia, the Allies faced the serious problem of supply. The Allies must transport men, food, and war equipment of all kinds thousands of miles over water and land to the fighting fronts in Africa. Their supply lines must be rendered secure before they can have a final showdown with the enemy.

On the Russian front, the offensive against Hitler appeared to have slowed down last week. The Germans had apparently sent reinforcements to the Stalingrad front in an attempt to prevent a devastating Russian victory in that sector. However great the losses sustained by the Germans in that battle, the issue was by no means settled last week. In the north, Russian armies were pounding away at the city of Rzhev, key to the defense of Moscow.

Pearl Harbor Report

After a year of rumor and anxiety, the facts on Pearl Harbor have been released. When the Japanese planes turned back to their bases last December 7, they left a good portion of the American Pacific fleet in twisted ruin. Eighty-six major vessels were moored at Pearl Harbor; almost none escaped without damage.

Five battleships, three destroyers, a minelayer, the target ship *Utah*, and a large floating drydock were put out of action more or less permanently. In addition, three other

battleships, three cruisers, and a sea-plane tender were struck. Fortunately, no United States aircraft carriers were within bombing distance at the time.

There were plenty of American planes on the islands when the Japanese struck, but few were able to take off. Of the 220 naval planes on the island of Oahu, 150 were disabled at once. The fate of the 273 Army planes in the vicinity was little better.

At the time of the disaster, the American public was led to believe that the surprise attack had done very little damage. Now that it has become militarily safe to reveal the extent of the destruction, some reassuring news can also be given out. Salvage and repair have accomplished wonders. Eight of the bombed ships were back in the fleet months ago, and a large proportion of the others have recently been returned to service.

End of the WPA

644,000 miles of roads (enough to span the nation 200 times).

77,000 bridges.

116,000 schools, postoffices, armories, and other buildings.

800 airports—constructed, enlarged, or improved.

878,000,000 hot lunches served to school children.

This brief summary is part of the story of the Work Projects Administration, one of the most famous storm centers of the New Deal years. It is the end of the story, for last week WPA was preparing to close up shop in accordance with an order issued by the President of the United States. WPA was created in 1935 to provide useful work on public projects for the unemployed, and as the nation worried about manpower shortages its reason for existence had vanished.

Not only has WPA left an indelible mark upon the American scene, but it has been a potent influence on American life for more than seven years: Some 8,500,000 jobless people—ranging from artists and musicians to common day laborers—were prevented from going on outright relief by the work opportunities offered by this agency. The \$10,500,000,000 which it spent—mostly in wages—made the difference between malnutrition and health for thousands of children, and the difference between



GAS RATIONING is being studied by the Truman Senate Defense Investigating Committee. Here are members of the committee arriving in Kansas City, Missouri, where they planned to look into the Middle West fuel supply situation. Senator Harry S. Truman (Dem., of Missouri), chairman of the committee, is seated in the center.

morale and a broken spirit for thousands of self-respecting citizens caught in the terrible whirlpool of depression.

Manpower

The sweeping authority over the nation's manpower which Paul V. McNutt now exercises gives him more power over more men in this nation than any other individual has ever held in our history. He is in a position to decide where every man shall work or serve in the war program.

No longer may an individual, unless he is under 18 or over 38, enlist in the Army or Navy. The armed services will depend entirely on selective service for new strength, and selective service has become a part of McNutt's realm. Major General Lewis Hershey is expected to continue as director of the selective service machinery, but the system will be geared in with the total manpower set-up under McNutt.

The order giving McNutt his new authority stated that he may designate areas of the nation or occupations in which all hiring must be done through the United States Employment Service. It was also ruled that no employer may retain a worker whose services are more urgently needed in another place which McNutt decides is more essential.

Exactly what steps McNutt will

take to enforce these two broad powers is uncertain. Through the cooperation of other federal agencies, he could have raw materials denied to employers who refused to fall in line. Other such "persuaders" are also available. But it may become necessary, after a trial of more or less voluntary methods, to ask Congress for a law which gives specific authority to regulate manpower in time of war.

McNutt, of course, will not rule arbitrarily as an individual official, but will work with Army and Navy officials, the War Production Board, and other agencies which will tell him where men are needed, how many, and so on.

New Chairman

After one of the most spirited fights in the party's history, the Republican National Committee, assembled at St. Louis, last week elected as its national chairman a "dark horse" compromise candidate from Iowa, Harrison E. Spangler. This choice was considered a victory for Wendell Willkie who had strongly opposed the election of certain other candidates on the grounds that they were isolationists. It is also considered significant that the party was able to agree harmoniously on a compromise candidate for a serious split in the party's ranks had threatened, which would have endangered Republican chances for victory in the 1944 election.

Spangler, a 63-year-old lawyer and veteran party worker, succeeds Joseph W. Martin, Jr., who has resigned to devote all his time to the duties of minority leader in the House of Representatives.

Food Boss

Full responsibility and control over the nation's food program is now in the hands of Secretary of Agriculture Claude R. Wickard. He has complete powers over the production, distribution, and rationing of farm products—foods, fats and oils, fibers, and tobacco.

Although Wickard must deal with the OPA and the WPB in exercising his authority, he possesses in general



PEARL HARBOR. For Pearl Harbor Day the Navy released a new set of photographs which showed the extent of the damage done by the Japanese attack. This photo shows the smoking hulk of the U. S. S. Arizona.

the broad powers which have been thought necessary to end the confusion in the food situation. It has been widely felt that one man should be in charge, with the task of finding out exactly what is needed by the United States and other United Nations and then of having those things produced and distributed where needed.

Food is now in much the same class as steel, copper, oil, or any other war material. For Wickard has the power to control the entire production, say where it shall go, and assign priorities on its use. One trend which may be expected to continue, under his leadership, is that of cutting off the production of various fruits and vegetables, except for local use. The purpose is to concentrate production on the common, widely used fruits and vegetables, and to discourage the growing of those which are semi-luxuries.

Uruguay Votes

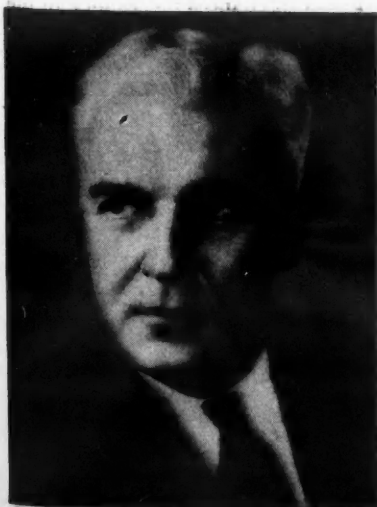
Although Uruguay is the smallest of the Latin American nations, it has long been a leader in democratic government and advanced social legislation in Latin America. Moreover, it has been one of our staunchest friends south of the border, and its course since the war began has closely paralleled our own. Although it has not actually declared war on the Axis, it has severed relations with the aggressor nations, and has taken vigorous action against Axis groups within the country. This has been of importance to us because of its strategic position dominating the wide mouth of the Plate River.

A few days ago the people of this tiny country had a chance to ratify or condemn the policies followed so far by their government. In one of the most important elections in the history of the country, 860,000 Uruguayans went to the polls and overwhelmingly approved their country's stand by sweeping into office the candidates of the pro-democratic, pro-United Nations Colorado Party. For president they chose a 61-year-old lawyer and former League of Nations delegate, Juan José de Amézaga.

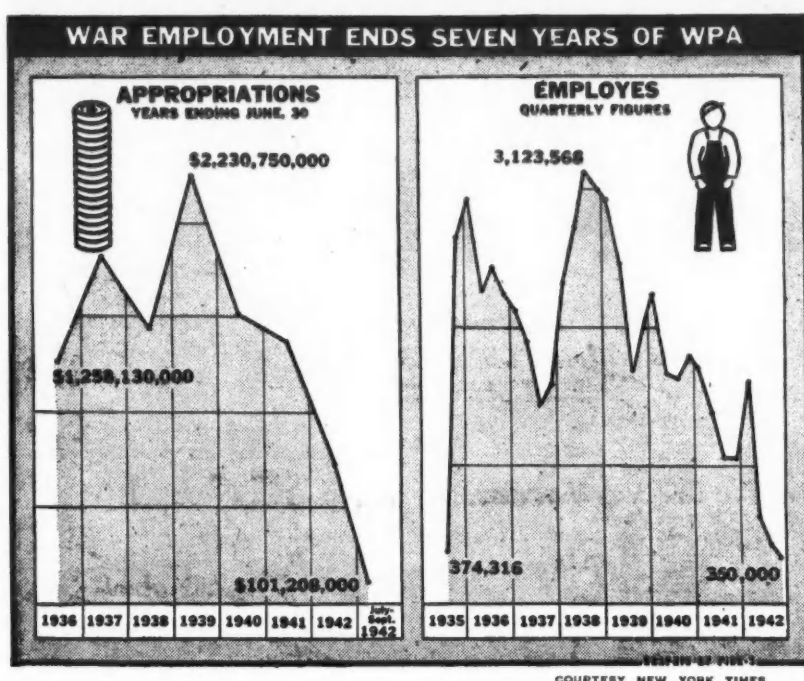
Panama Treaty

Certain members of Congress are up in arms about a new agreement between the United States and Panama. The arrangement gives this country certain defense bases on Panamanian soil in exchange for water and sewer systems and some real estate holdings.

But this is not the issue. The sen-



Paul V. McNutt
U. S. C.



ators have no objections to the agreement itself—their quarrel is with its source. Made by executive agreement, the trade required only majority approval to pass the Senate. A regular treaty must be ratified by two-thirds vote, giving the Senate greater power over national foreign policy.

What the dissenting members of Congress fear is that President Roosevelt has engineered this agreement as a test case for his postwar powers. The Atlantic Charter and certain other policy statements put forward without the help of Congress may meet with determined opposition when the time comes for carrying them out. The Chief Executive wants to be sure the United States will participate in world affairs after the war. The senators want to guarantee that, whatever is done, they have a large share in planning it.

British Planner

Sir William Beveridge, the man who has given Britain a master plan for dealing with postwar social problems (see page 8), is a rare combination—a brilliant theorist and a practical expert. A distinguished scholar of mathematics, the classics, and literature, he has devoted most of

the past 40 years to working on such problems as unemployment, pensions, insurance, and the like. He was also called upon, in the last war, to responsible government positions in the fields of munition-making and food-rationing.

Gathering the material for his new 120,000-word report took Sir William and his helpers throughout wartime Britain—to the homes of the poor, to the gathering places of workmen, and to the people who are physically handicapped. He wanted to find out, in every possible way, just how difficult life can be for those who have little or no economic security.

NOTICE

The next issue of *The American Observer* will appear after the Christmas holidays and will be dated January 4. We take this occasion to wish all our readers a Merry Christmas and a Happy New Year.

For 17 months, he kept at the job, even when raids forced him to work in a bomb shelter. A man of inexhaustible energy, he is 63 years old, ruddy-faced and good-humored, with somewhat less abrupt manners than he once had.

News From All Fronts

The badge for military merit which General George Washington created in 1782 has just been revived, and will be known as the Legion of Merit. It will be awarded to men in the armed forces for "extraordinary fidelity and essential service" in a position of responsibility. Thus, it will not be given for heroism in combat, which is rewarded by other medals.

One of the large farm machinery companies announced a few days ago that it has developed a successful mechanical cotton picker which can do the work of 50 to 80 hand pickers. Because of wartime restrictions on materials, however, it will be unable to make more than a dozen or so of the machines, unless the government decides that a greater number should be produced to save farm labor.

Due to the copper shortage, the Treasury Department has made plans to mint pennies from steel coated with zinc.

Last February the Army and Navy called on the nation's young people to build 500,000 model airplanes for use in training members of the armed forces to recognize every type of aircraft—our own and enemy alike. That quota, it was announced last week, is about filled, and now the Army and Navy need 300,000 more models.

So many people are sending packages by air express in the United States this year that such freight is nearly double what it was in 1941. Yet the big increase is being handled by about one-half the number of planes that were in use last year.

Last week the U. S. S. *New Jersey*—heaviest battleship ever constructed—was launched from the Philadelphia Navy Yard. Although slightly larger, she is a sister ship of the *Iowa*, launched last August. Each weighs around 45,000 tons, but the exact figure—whether more or less—is secret.

News Quiz of the Week

(Answers on page 8, column 4)

1. Amézaga is the name of the new president-elect of which of these countries? (a) Panama; (b) Uruguay; (c) Spain; (d) Algeria.
2. Not long ago President Roosevelt recommended that the *San Francisco* be the first of the Navy's vessels to be decorated for outstanding service. What type of vessel is the *San Francisco*, and how can you tell?
3. It is likely that the government will soon make further cuts in the use of cocoa. Do you know whether we get most of our cocoa from Brazil, West Africa, Portugal, or Ceylon?
4. Who has been appointed to take the new and important post of Director of Foreign Relief and Rehabilitation?
5. Who held a job very similar to this during and after the last war?
6. Who now is in control over Selective Service?
7. Offhand, can you name the seven important nations of the world which have not yet become directly involved in the war?
8. What important new job has been given to Secretary of Agriculture Claude R. Wickard?
9. If you have been following the news carefully during the last week you have seen the names Djedeida and Tebourba. What are they?



Where the food shortage begins
RUSSELL IN LOS ANGELES TIMES

10. True or false: During its seven years of life, the WPA constructed enough roads to span the continent 200 times.

11. Speaking of WPA, have you any idea how many people WPA ever employed at any one time?

12. The Chairman of the War Labor Board, the Chairman of the Central Committee of the American National Red Cross, and the Director of the Office of War Information are all named Davis. Can you identify each one by his first name?

The American Observer

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The railroads are called upon to transport the bulk of military equipment made in war factories.

War Record of U. S. Railways

(Concluded from page 1)

In addition to the normal increased load of transporting troops and war supplies of all kinds, the railroads have been faced by two other difficulties. Much of the freight which is normally hauled from city to city by truck has had to be shipped by rail because of the acute rubber shortage which suddenly confronted the country a year ago. The second additional load has been placed upon them by the withdrawal of most of the ships normally used to transport goods on rivers and canals and in coastal waters. Many of these vessels have been taken to supply the many battle fronts which we and our Allies must maintain in a global war.

In peacetime, the railroads account for approximately two-thirds of all the freight traffic in the United States. Since Pearl Harbor, the freight hauled has increased 35 per cent. Part of this is due to the increase which would have normally come from war and part of it from the burden which the railroads have taken from trucks and ships. As one example of what the railroads have had to do, the figures on oil transportation are revealing. Before the war, practically all the oil from the Southwest was transported to the east coast by way of water. The railroads took over the job and are now transporting 900,000 barrels of oil a day to the Atlantic coast. This is an increase of more than 6,500 per cent over the amount of oil the railroads were hauling last year!

Transporting Coal

Another instance in which the railroads have had to take over from cargo vessels is the transportation of coal. More than half the coal which formerly reached New England by water from the mines in Kentucky, West Virginia, and Virginia is now transported by rail.

This great increase is in addition to the terrific burden of transporting war supplies from one part of the country to another. More than 6,000 carloads are being delivered daily to 150 government camps and projects—food, clothing, ammunition, supplies of all kinds to the Army camps and other establishments. It is estimated that between 700 and 1,000 carloads of food are shipped daily to our Allies.

In passenger traffic, the increase has been equally spectacular. Since Pearl Harbor, the railroads have been moving troops from one place to another at the rate of more than one million a month—not including those who are traveling on furlough. Probably one-half of these have

been carried in Pullmans on overnight journeys.

In a word, the American railroads are today handling far more traffic, passenger and freight, than they have ever handled in their history. In freight, the increase this year is 35 per cent above the 1941 figures, which was the previous record year, and in passenger traffic, the increase is 40 per cent above last year. It is reliably estimated that freight traffic for this year will amount to 630 billion ton-miles (a ton-mile means hauling a ton of freight one mile) and 50 billion passenger-miles.

Less Equipment

This amazing performance of the railroads is being made with less equipment and fewer employees than in previous record years. There are today more than 300,000 fewer freight cars in use than during the last war, when a much smaller volume of goods was hauled and when the railroads broke down. The roads today have 20 per cent fewer employees than they had in the peak year of 1929; 20 per cent fewer freight cars, and 20 per cent fewer locomotives. They have 27 per cent fewer passenger cars than they had in 1920.

How are the railroads establishing this new record? The answer lies in greater efficiency all along the lines. Since the roads could not obtain the steel and other equipment necessary for new equipment, they had to do with what they had. They had to organize themselves along the most efficient lines possible since they could not build new freight and passenger cars and new locomotives.

The secret of the railroads' success lies in keeping most of their equipment in full use most of the time. Time out for repairs has been reduced and the time for switching has been cut. There was a time when 12 out of every 100 cars was sitting idle; now the number is only three out of every 100. By keeping all cars in full operation, the railroads have the equivalent shipping space of several thousand new cars.

The cars are also being loaded more heavily today than ever before. One of the most inefficient practices in the past was to load many cars at far less than capacity—often less than 10 per cent of capacity. By government order, this practice is being done away with as quickly as possible. One steel company, for example, now puts vibrators on its coal cars to shake down the load and thus provide space for more coal. Since 1918, the load carried by the

average freight train has nearly doubled.

Trains are also getting longer and thus able to carry more freight and passengers. They are also becoming much faster. In 1918, for example, the average freight train moved along at 20 miles an hour. In some cases, boxcars traveled only two and a half hours, or a distance of 37½ miles, a day. Today the average freight car travels at 41.5 miles an hour.

In times past, it was not unusual for freight cars to be used as storage space when the warehouses were full. This practice has been prohibited by the Office of Defense Transportation. Shippers are not allowed to move goods unless they can prove that the shipment will be unloaded within a reasonable time after it arrives.

Another practice which is improving the efficiency of the railroads is the elimination of sending empty cars in opposite directions at the same time. Formerly, there was a great waste of shipping space because freight cars would deliver their loads and return empty. Because of better organization and cooperation the cars are used both ways.

Future of Railroads

Can the railroads continue to handle the volume of freight and passengers which the war will require them to transport? How much greater the burden placed upon the railroads will be, no one is in a position to know with certainty. Few believe, however, that the peak has yet been reached. As war production moves into high gear, as more

men and materials must be shipped from one place to another, the railroads will be called upon to perform even greater tasks than those they have had to shoulder in 1942. It is estimated that in 1943, they will have increases amounting to 20 to 25 per cent in the total amount of freight and passenger traffic.

Most railroad men think that the job can be done—but not without greater efficiency and further economies. It is possible that the various railroads will have to pool some of their equipment so that locomotives and cars owned by one company will not stand idle when another company needs the equipment. Cars will have to be loaded more heavily than at present and more and more privileges will be denied shippers. It is not at all unlikely that rationing will be put into effect before the end of next year. Many students of the problem feel that such a step should be taken immediately.

Perhaps the most important inefficiency of the roads is the practice of "crosshauling." At present it is not unusual for a trainload of Idaho potatoes on its way to the East to pass a trainload of Maine potatoes headed for the West. Such a practice is a waste of space, time, and fuel. In the future, it will probably be eliminated. People will use the products which are provided nearby. New Yorkers will eat Maine potatoes and Westerners will eat Idaho potatoes.

The railroads, like other American industries, are feeling the full impact of the war and are undergoing fundamental transformations as a result. It is not at all unlikely that they will emerge from the war in a far more sound condition than they have been ever since the last war. If they learn to eliminate waste in time of war, they may eliminate it in time of peace. If the individual companies are forced, by the exigencies of war, to cooperate, this practice may carry over into normal peacetimes.

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Each soldier makes an average of six moves about the country before being sent overseas.

Feeding the Hungry

(Concluded from page 1)

people reach the critical point where they have no more conquered areas to loot and their reserve supplies are exhausted, how long will they tolerate the privations and sufferings which their Fuehrer has demanded of them?

Secondly, Lehman's appointment makes it evident that the United States is to take the lead in postwar reconstruction. Moreover, it means that we are ready and willing to implement words with action; we offer abundant proof of our sincerity when we say in the Four Freedoms that the world should be free of want.

Finally, Lehman's appointment indicates a clear recognition by the United Nations that food will be the No. 1 postwar problem. Feeding the starving masses of both the vanquished and the conquering countries will at first take precedence over



Herbert Lehman is sworn in for his new job

all other matters—the re-establishment of governments, the return to peacetime farming and industry, and the reconstruction of social institutions. Revolution and chaos which will be even worse than the war will sweep the entire continent the moment Nazi authority breaks down unless food is immediately available.

Nazi Looting

A very pale but nonetheless effective preview of postwar Europe can already be seen in almost any of the countries of Naziland. For months the Nazis have systematically despoiled the conquered areas of available stocks of food, clothing, and fuel. Only a short time ago Goering promised that all Europe should be Germany's larder—that the German people should have food even though the rest of Europe starved to death.

Nor was Goering speaking lightly, as a brief survey of continental Europe shows. Conditions are especially tragic in Greece, Poland, Belgium, and France, and in none of these is there more suffering than in Greece. Were it not for the meager shipments of grain sent by the United Nations, 90 per cent of the people of this desperate little nation would starve to death by next spring. As it is, most of the urban population is on the barest rations which will keep the spark of life glowing. Last winter the death rate from starvation in Athens alone was close to 500 a day; this winter it is sure to be worse.

Poland, too, is starving—mainly on a diet of potatoes. The first of Hitler's war victims, the Poles have suffered longest, and have felt the keenest edge of Nazi wrath. Food supplies are now one quarter of what

they were before the German attack.

In France Hitler has exacted especially heavy demands for food and has systematically starved the people to break their spirit. Exiles from France tell such stories as the following:

In France

"The Germans take everything. It is a frequent sight to see whole trainloads of cattle leaving for Germany. This summer they also shipped many trainloads of potatoes and they take nearly all the milk. . . .

"We have not eaten any green vegetables this summer; no butter; no cheese. The cows have nothing to eat; they are kept alive with the leaves of trees, but that won't last long, for the leaves already turned yellow in June. . . . We have had to kill two-thirds of our stock. This worry is greater at present than the anxiety about war. . . .

"We had to stand in line for hours to receive two pounds of carrots or spinach. We went to the market at 7 a.m. in winter, but it often happened that I came home at 10 o'clock with cold feet and shivering—and nothing to eat. Once a month we received one egg for two persons."

This same dismal story of aching hunger and starvation can be told all over Europe as it enters its fourth winter of war. Hunger—gaunt and grim—is on the march all over the continent, bringing agonizing death to millions and misery and malnutrition to the rest.

But terrible as it is, this picture is but a curtain raiser to the horrors which will come as the war drags on for month after weary month. What are the implications for the postwar world to be seen in this picture? Hiram Motherwell, writing in the current *Harpers*, puts it this way:

"On Armistice Day over most of Europe there will not be any effective government to make peace with. Instead, there will be only hundreds of millions of starving, desperate individuals. There will be one universal preoccupation among these people: *How can I get something to eat?*

"No one who has not experienced chronic short rations can even faintly imagine how hunger can tyrannize over the emotions and the intellect. Complete fasting is intensely distressing for the first three days and thereafter becomes on the whole rather soothing and agreeable. But



Hungry people in many countries will have to be fed

chronic short rations is something quite different. The imagination, waking or sleeping, perpetually pictures chocolate bars and greasy pork chops. Without a definite effort of the will one can think of nothing else.

"Expect no reasonable political behavior from men and women who have been living for years on quarter-belly rations. The most serious effects of malnutrition on Europe's body-politic may prove to have been psychological rather than physical. It was the semi-starvation of German children during the war and inflation years that provided Hitler's finest crop of organized maniacs. This time the number of babies and growing children raised under inhuman conditions of privation is far larger and covers the entire continent. And in another fifteen or twenty years they will be just ripe for the Third World War—unless. . . ."

Helping 500,000,000

This is what Herbert Lehman faces as he takes over the task of administering postwar relief. His job will be somewhat similar to that of Herbert Hoover after the last war, but it will be infinitely more difficult and complicated. For one thing, there will be a vastly greater number to feed. It is conservatively estimated that we shall be helping 500,000,000 people outside our own borders within the next two years. Upwards of 350,000,000 in western Europe alone will require assistance, besides an unknown number in Russia and China.

For another thing, it will take many years to get Europe's productive machinery operating at capacity again. Motherwell estimates that half of Europe's farm animals may

have been slaughtered by the end of the war, partly for food, and partly because of lack of fodder. It will take a minimum of from three to five years to replace these. Moreover, the soil of Europe will have deteriorated between 25 and 50 per cent because of neglect, lack of artificial fertilizers, loss of animal manure because of slaughter of livestock, forcing of the soil, and deterioration of farm implements. Almost all of industrial and farm machinery will be worn out. Transportation facilities particularly will be crippled; in France, already, half the rolling stock has been destroyed.

Difficult though it may be, it is a task which must be done. Food is the one single factor which will win the peace, and it will help tremendously to win the war. It will mean continued sacrifices to the American people, but they will be immeasurably worth while. In the words of Bertram Fowler, in *Free America*,

"It will be the soundest kind of good business. A ravaged and chaotic Europe will inevitably pull the rest of the world into the depths of a depression. The one way to head off such a depression is to see to it that order is restored and the people of Europe are given a chance to become once more friendly and prosperous customers of those who held out the helping hand in time of need.

"A gargantuan task? Certainly. But, no more impossible than the war program. Compared to the astronomical figures involved in the production of armies, tanks, planes, guns, and ships, the undertaking will involve a relatively small investment. And such a program will pay off in computable returns of prosperity, amity, and human progress. It will have a more stirring impact on the people of the world than all the bombs that could be dropped from all the planes and all the shells fired from all the guns. And it will have an impact that will be felt in our time in confidence, order, and constructive work."

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American food will travel overseas to war sufferers

Beveridge Plan for Postwar England

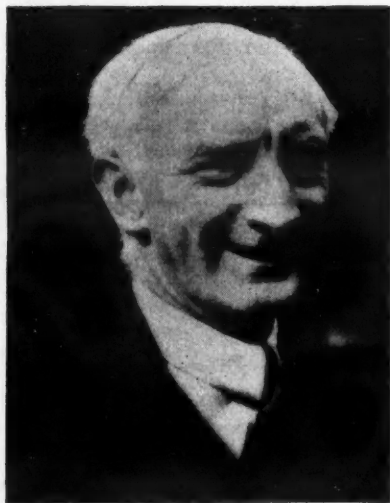
THE best-seller on British news-stands last week was a 120,000-word volume dealing in statistics and legal phrases which the average person commonly finds dull and unreadable. The stands sold out their first 70,000 copies within a few hours of publication and immediately clamored for more. The book was the principal topic of conversation throughout Britain—on the street, in the slum districts, in banks, business houses, and homes.

Sir William Beveridge, the author, who is a personage of note in England, was instantly catapulted to world-wide fame. For his book, translated into human terms, contains the first concrete outline of a plan to achieve "freedom from want" in a democracy. It is significant that his report, although it does not yet have the backing of the British government, was prepared as the result of a study authorized by the government and is published as a government White Paper. It thus bears the official stamp.

The Beveridge report is of great interest to all the United Nations because it attempts to clothe with meaning the austere phrases of such documents and statements as the Atlantic Charter. It endeavors to bring down to earth the promise of a better life after the war. It is an answer to the Axis challenge that the democracies do not mean what they say. For this reason it will be studied and discussed the world over.

The proposals contained in the report, although hailed as revolutionary, are based on well-tried and long-established principles. They are simply an extension of the principles of social security which have been developing in Britain and in many other countries during the last 30 or 40 years. But the extension goes far enough to provide "freedom from want" for every individual.

Sir William Beveridge proposes that every person in Britain—employee and employer, worker and nonworker, housewife, child, and aged person—be brought within the scope of an enlarged social security system to be administered by a single central Ministry of Social Security.



Sir William Beveridge

Funds for the system would be provided by an average payment of less than \$1 a week by male employees, and of less than that by women workers, by employers, housewives, and persons in other categories. In return for this pre-

mium, the government would guarantee minimum social security to everybody.

Full details of the plan are not yet available in this country. As described in a report to the *New York Times* it contemplates basically that "everyone shall take out a sort of insurance to cover all eventualities of unemployment, old age, and disability, under state compulsion. Almost every contingency of modern life against which people insure themselves, including burial in potter's field, is provided for in the exhaustive and monumental report."

The Beveridge plan would extend the unemployment insurance system to provide for the whole period of unemployment without limit as to time and without requiring proof of need. Insured workers would only be required to appear regularly at work or training centers to facilitate their reemployment.

Complete medical care would be provided under a comprehensive system of health insurance. A partial system of health insurance is already in existence in Britain. It would be made universal and would protect the people against illness in every form.

Husband and wife, upon retirement, would be assured of a pension up to \$8 a week. There would be benefits for children in need, maternity benefits, and even assurances of household help in times of illness. Women entering marriage would be entitled to dowries, or payments to help the family become established. Funeral costs would be provided for.

The Beveridge plan would build a floor under every man, woman, and child in Britain without regard to the individual's station in life. It would become impossible for anyone to sink below this level which would provide for a person's minimum requirements in time of distress or need.

In publishing his report Sir William Beveridge declared that the question of whether "freedom from want" can be attained in the future depends upon the primary condition that productive employment will be maintained. The Beveridge proposal itself is not a measure to increase the total wealth of the nation; it is merely designed to distribute whatever wealth there is in such a way as to provide a minimum degree of security for all.

The plan will break down unless production—the only real source of wealth—is kept at a healthy level. A decline in production would entail the return of a serious unemployment problem. The cost of dealing out unemployment insurance to many millions would become so great that the system would collapse. Sir William Beveridge makes it clear that the real answer to "freedom from want" is production. His only proposal is that a certain part of the fruits of production be distributed in such a way as to protect the entire population against the extreme of want.

Thus, while the Beveridge plan proceeds on an evolutionary basis, it is in this sense revolutionary. The government would accept the principles that productive employment must be maintained, and that every person has the right to share in the benefits—whether or not he is able to work.

Beveridge's Plan Provides: For the Needy



That the report has met instant and enthusiastic response in Britain is an indication of how far British thinking has gone since the beginning of the war. The people of Britain are ready for a plan of this kind and there will be a strong demand that Parliament act upon it. The comment of the traditionally conservative *London Times* is significant: "Sir William Beveridge and his colleagues have put the nation deeply in their debt not merely for the confident assurance that the poor need not always be with us, but for a masterly exposition of the ways and means whereby the fact and fear of involuntary poverty can be speedily abolished altogether."

This is not to say that the plan will be adopted quickly by Parliament or that it will go through without objection. There will be strenuous opposition to some of its aspects, and it may be substantially modified by the time it reaches the stage of enactment into law. Some will say that the guarantee of a minimum subsistence level will undermine initiative and the incentive to work. Others will argue that the minimum provided is not enough to assure "freedom from want," and that many persons are better off under existing pensions schemes. It will also be said that the British economy will not be able to stand the strain of additional social security payments after the war.

These are matters to be argued out as the debate progresses. Judging by the response which greeted publication of the proposal, the people of Britain will insist that the Beveridge plan, or something like it, be adopted.

One of the most important features of the Beveridge plan is that it would accomplish, in a democratic way, what other countries have been able to achieve only through dictatorship. Under the totalitarian systems—fascist or communist—the state gives security to the individual, but it is a security which must be purchased at the expense of many personal liberties. The Beveridge proposal, in contrast, promises security but preserves all democratic freedoms.

The employer retains the right to choose his employees, the worker may change his job without interference from the state. A certain amount of normal unemployment is expected and budgeted for as something to be expected in a free society. The only compulsion is that all people are obliged to insure themselves with the state against want. If this system works, in Britain and in other countries, it will do much

For the Unskilled



For the Jobless



For Children



COURTESY THE NEWSPAPER PH

to refute the charge that democracy is incapable of solving the problems of the machine age.

It is reported that a somewhat similar extension of the Social Security Act has been proposed for the United States by the National Resources Planning Board.

Answers to News Quiz

1. (b).
2. Cruiser; all cruisers are named after cities.
3. West Africa.
4. Herbert H. Lehman.
5. Herbert Hoover.
6. Paul V. McNutt.
7. Argentina, Chile, Eire, Portugal, Spain, Sweden, Switzerland, and Turkey.
8. Food Administrator.
9. Cities in Tunis around which the Allied and Axis troops have been fighting.
10. True.
11. 3,334,594—in November 1939.
12. William H. Norman, and Elmer.